



Germantown Heights Study Area

# Neighborhood Plan

Prepared By  
**The Department of Economic and Community  
Development**

*March 2009*



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## 1.0 INTRODUCTION

### 1.1 Mission Statement

The Neighborhood Planning Initiative (NPI) is designed to provide public improvements and encourage private re-investment in neighborhoods through a comprehensive evaluation of the City's public infrastructure and neighborhood characteristics.

### 1.2 Purpose

This is the fourth report of the Neighborhood Planning Initiative (NPI) project, a comprehensive assessment of the conditions and needs of the Germantown Heights Neighborhood. This report is also an implementation of the long-range goals of the Board of Mayor and Aldermen's (BMA) adopted Policy Agenda.

The NPI works to implement goals that were adopted on October 24, 2005, by the Board of Mayor and Aldermen, as part of the Germantown Vision 2020 Plan. The following vision guides the future of the city:

*Germantown is a safe, family, friendly city, which is a community of residential neighborhoods, has natural and designed beauty, and provides exceptional leisure, cultural and recreational opportunities. Our residents enjoy excellent schools diverse shopping and dining choices, access to premier healthcare and ease of mobility to the Memphis region and the world. Businesses have opportunities to succeed. The community takes pride in Germantown.*

Some of the Germantown Vision 2020 goals that the NPI specifically works to fulfill are as follows:

- ❑ Preferred Place to Live: Provide quality homes and neighborhoods and further community pride.
- ❑ Enhanced Residential Neighborhoods: Improve public infrastructure, house and yard maintenance and strengthen neighborhood associations.
- ❑ Beautiful Community: Create attractive neighborhoods and well-maintained public streetscapes and parks.
- ❑ Vibrant Community: Create a strong sense of community where residents feel connected to the city.
- ❑ Civic Involvement: Encourage citizen involvement in the governance process through participation in neighborhood surveys and meetings.

### 1.3 The Process

The Germantown Heights neighborhood has been selected as the fourth study area because of its age and perceived need for public infrastructure improvements. This document is based on City staff's investigative inventory of the study area's demographics, public infrastructure and residential housing. Information relative to the conditions of the private infrastructure will be collected on an on-going basis. City staff

will continue to analyze and evaluate the needs and the success of this neighborhood as the implementation phase of the improvements comes into fruition.

The NPI planning process is divided into three phases: Analysis, Neighborhood Plan, and Implementation. The process allows for the development of a plan that offers the best solutions for improvements to the study area.

#### *Analysis*

Staff gathers background information such as census, tax assessor, land use and zoning data for the study area. Staff meets with city departments to understand infrastructure needs for the study area. The residents provide staff with input by completing a neighborhood survey and a road improvements survey. A neighborhood meeting was held on February 16, 2008, to address neighborhood concerns and to explain the NPI process to the Germantown Heights residents.

#### *Neighborhood Plan*

Staff drafts a neighborhood plan that makes recommendations on how to reach goals for improving the neighborhood. The neighborhood plan will:

- ❑ Identify neighborhood strengths and weaknesses
- ❑ Establish goals and objectives for improving the neighborhood
- ❑ Provide recommendations for how to reach those goals
- ❑ Give direction to the City regarding capital projects

#### *Implementation*

The plan is finalized and the actions needed to fulfill goals and objectives are identified. Staff will monitor the status of projects and will update the implementation schedule as needed. The neighborhood plan and schedule will be made available to the residents by posting to the city's website at <http://www.germantown-tn.gov> and by providing copies upon request

### **1.4 Funding**

Public improvements are to be funded from General Fund Reserves, State Street Aid funds, the Capital Improvement Program, Grants, and the Infrastructure Replacement Program depending on the nature of the expense.

## 2.0 AREA CHARACTERISTICS AND DEMOGRAPHICS

### 2.1 Study Area

The Germantown Heights study area is located within the boundary area illustrated on the map located on page 4. While the area has an irregular shape, the main boundaries of the study area consist of Cordova Road to the east, Poplar Avenue to the south, Miller Farms Road to the west, and Neshoba Road to the north. The area is located in the western part of the city north of Poplar Avenue and is comprised of two (2) subdivisions. Germantown Heights Subdivision and Germantown Heights Subdivision, First Addition.

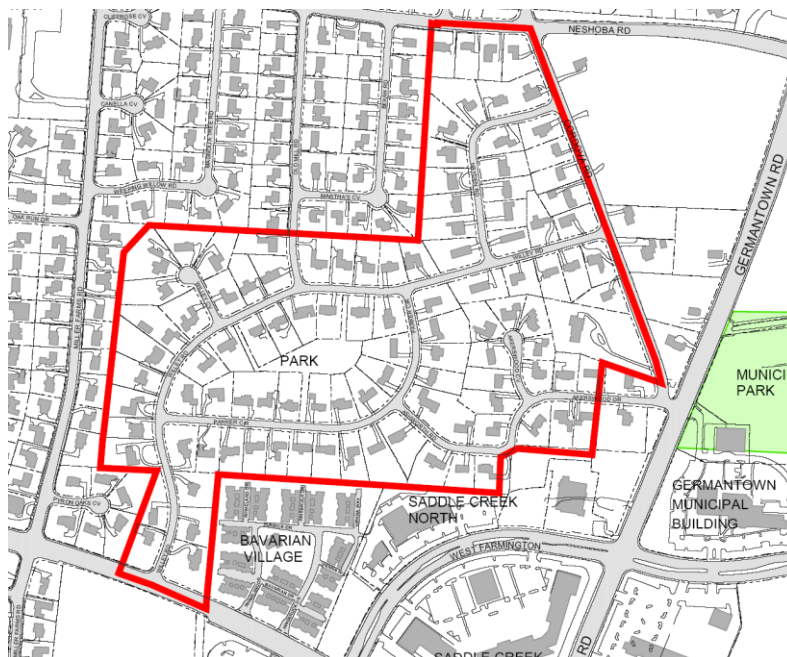
### 2.2 Neighborhood History

The area known as Germantown Heights was developed inside the area that established the corporate limits of Germantown in 1955 with the Carter and Harville Survey of June 13, 1955. From 1956 until 1961, the area developed into two (2) subdivisions, which are listed in Table 1.

Table 1 – Subdivision in Study Area

<u>Subdivision</u>	<u>Contract</u>	<u>Year</u>	<u>Mayor</u>
Germantown Heights	101	1956	George K. Friedel
Germantown Heights 1 <sup>st</sup> Addition	104	1961	Bruce Law

Figure 1 – Study Area Map



### 2.3 Population Change

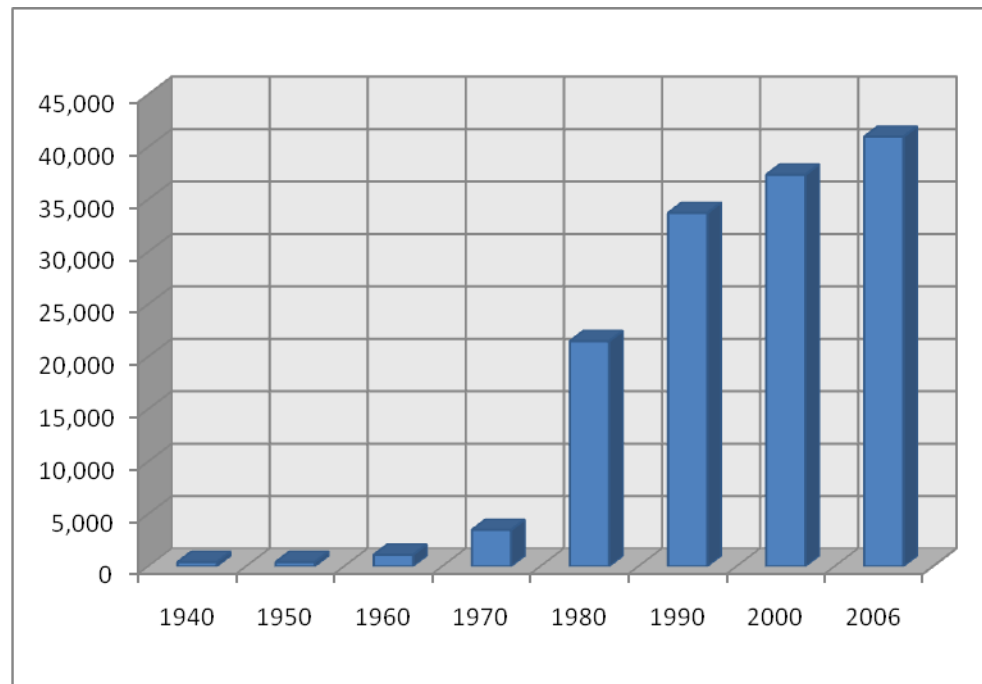
The population of the city from 1960, the year when the first subdivision in the Germantown Heights study area was developed, to 2006, the year of the last citywide special census was conducted, increased by 39,873 people, or 37 times the population in 1960. Please see the table and graph below for historical population figures.

Table 2 – Germantown Population Table

Year	Population
1940	402
1950	408
1960	1,104
1970	3,474
1980	21,482
1990	33,700
2000	37,348
2006*	40,977

\*Special Census

Figure 2 – Germantown Population Graph



## 2.4 Land Use and Zoning

The Germantown Heights NPI study area consists of sixty-eight (68) acres and is composed entirely of single-family houses, per the area's zoning designation of medium density residential. In 1954, the Board of Mayor and Aldermen approved a resolution that established Germantown's predominately residential character. The area traverses only one (1) zoning district: "R" Low Density Residential.

Table 3 – Zoning District Bulk Regulations

Zoning District	Minimum Lot Size	Minimum Lot Width*	Required Setbacks
"R" Low Density Residential	15,000 sq. ft.	100 feet	Front: 40' Side: 10' Rear: 40' or 20% of the average lot depth but not less than 25'.

\* Width at the front building line.

Figure 3 – Study Area Zoning





## 3.0 INFRASTRUCTURE INVENTORY

### 3.1 Drainage

The study area has two (2) open channel ditches that convey the storm water in the subdivision and the surrounding area. The first ditch runs along the west boundary line between Germantown Heights Subdivision and Oak Run Subdivision behind the houses on the west side of Willey Road. The second ditch enters Germantown Heights from the southeast section of the subdivision in the area behind the Saddle Creek North Shopping Center. The ditch runs along the rear lot line of the houses on the east side of Parker Circle and flows north across Willey Road and behind the house on the west side of Hayden Road and exits the subdivision. The two ditches are Lateral B (west leg) and Lateral BA (east leg) of the Wolf River. See the Storm Water Drainage Map in Appendix B for the location of the ditches, storm drainage structures, and contours for the subdivision.

Miller Farms Ditch Improvements for Lateral B (western ditch) are included in the FY09 CIP budget for improving the storm drainage in the area. The City Engineer is presently working with a private consultant on alternative solutions for the drainage problems. At this time, there are two alternatives undergoing design and evaluation. The first is a vertical wall ditch that would leave the ditch open. The second is a concrete box culvert or circular concrete pipe that would place the drainage underground.

The Director of Public Services has made the following recommendations as solutions to help the storm drainage issues with Laterals B and BA:

- ❑ Remove trees damaging ditch walls
- ❑ Remove old cross ties and repair erosion on ditch
- ❑ Insert Gabion Basket
- ❑ Repair deterioration

Figure 4 – Drainage Ditch (Lateral BA) Behind Saddle Creek North



Figure 5 – Drainage Ditch (Lateral BA) at Ashworth Road

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Looking South



Looking North

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Figure 6 – Drainage Ditch (Lateral BA) at Willey Road

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Looking South



Looking North

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### **3.2 Pedestrian and Vehicular Circulation**

Poplar Avenue borders the study area to the south, Germantown Road borders it to the east, Neshoba Road borders it to the north, and Millers Farms Road borders to the west. Poplar Avenue and Germantown Road are Major streets and Miller Farms Road and Neshoba Road are collector streets. Residential streets including two (2) cul-de-sacs comprise the interior of the study area. None of the interior streets have sidewalks. As a result those who wish to walk in the neighborhood must walk in the street. On the Willey Road and Poplar Avenue intersections, the sidewalk on Poplar Avenue turns north toward Willey and terminates on the west side. No sidewalk is



located on Poplar Avenue east of Willey Road. The section of Old Mill Road located north of Germantown Heights Subdivision has sidewalk on the west side and terminates in front of 1819 Old Mill Road. There is no sidewalk on either side of Old Mill Road as it extends into Germantown Heights Subdivision.

Figure 7 – Dead End Sidewalk at Poplar Avenue & Willey Road



Looking South toward Poplar Avenue



Looking North toward Willey Road

Photographs taken by the Long Range Planner in the Study Area

Figure 8 – Dead End Sidewalk at Old Mill Road



Looking South Down Old Mill Road

Photographs taken by the Long Range Planner in the Study Area

### **3.3 Road Conditions**

The Public Services Department states that the roads are in good shape. A visual inspection of the streets by the Long Range Planner confirms the Public Services Department's assessment of the streets. However, minor curb damage, as is illustrated in the photographs in Figure 4, was noticed during the inspection.



### ***3.4 Public Utilities***

Public utilities in the study area include water, sanitary sewer, and electricity. The water and sanitary sewer systems are managed by the City of Germantown Department of Public Services. The electricity is managed by Memphis Light Gas and Water (MLGW).

#### ***3.4.1 Water System***

The water system in the Germantown Heights area was installed between 1956 and 1961 with the construction of both phases of the Germantown Heights Subdivision. Maintenance to the waterline in the area has been minimal and has required pressure flows within the acceptable ranges for domestic water service and fire fighting services. The Public Services Department recommends the replacement of all water mains, fire hydrants, valves, service lines, and meter boxes to bring the existing water system up to current standards, as the system is over fifty years old. It is also recommended that the water main be 8" ductile iron pipe.

#### ***3.4.2 Sanitary Sewer System***

The study area contains two major outflow lines that run parallel with Laterals B and BA. Approximately ten years ago, the Public Services Department repaired the two lines with the cured in place pipe system (CIPP). CIPP is a system in which a synthetic material is inserted into the sewer pipe and is cured in place by steam, hot water, or air pressure. The Public Services Department has scheduled to video assess all main sewer lines in the study area within the next six months to see if repair or refurbishment of the lines is required.

Root intrusion on homeowners' individual service lines is an issue of note in the sewer system. When the area was first developed, the houses were serviced by septic tank. Any septic tanks that have not been abandoned and removed should be done so according to Shelby County Health Department standards.

### ***3.5 Fire Protection***

Current fire protection codes require fire hydrants to be spaced no more than 500 feet apart, as measured along the curb. Several locations within the Study Area do not meet this standard and additional hydrants are recommended for installation.

### ***3.6 Open Space and Recreation***

The closest public park to the Germantown Heights Neighborhood is Municipal Park. Municipal Park is located on the east side of Germantown Road behind the Municipal Center and due east of the study area. The park area in the center of Germantown Heights behind the lots on Willey Road and Parker Circle is a private park. This area is shown on the subdivision plat as common open space (COS) for the subdivision. As COS, the responsibility for upkeep belongs to the Neighborhood Association. There are

currently no sidewalks on Willey Road or Parker Circle to carry pedestrian or bicycle traffic to this private neighborhood park from the study area.

### **3.7 Street Signs and Markings**

As part of the NPI process, street signs and stop signs will be replaced with post that meet the City's Decorative Street Sign Post Standards. Street markings such as centerlines, stop bars and cross walks will be evaluated and replaced as needed.

Figure 10 – Decorative Street Sign Post Standard

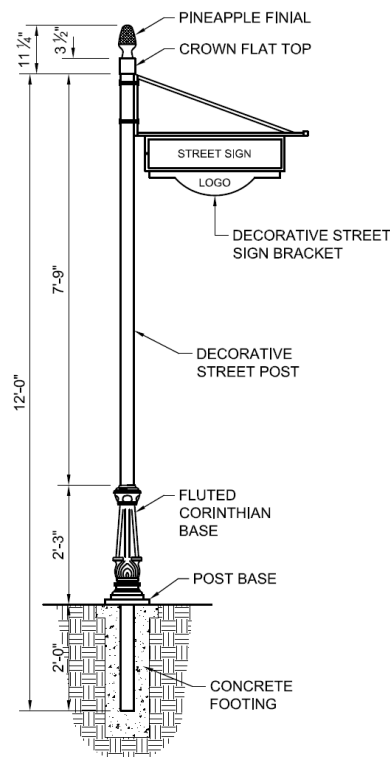


Image: Decorative Sign Post Manual and Application 2008

### **3.8 Code Enforcement**

The data listed here was compiled from copies of complaints filed with the Mayor's Action Center and the Neighborhood Services Department. The data reflects complaint filed between October 2005 and November 2007. During that time period sixteen (16) violations were reported to the Code Compliance office and a Code Officer was dispatched to investigate the violation.



Table 4 – Code Violations

<u>No.</u>	<u>Date</u>	<u>Complaint</u>	<u>Resolved</u>
1	10/05/2005	Tree cut down and left laying in yard	Yes
2	01/13/2006	Vehicle parked ion grass	Yes
3	01/13/2006	Inoperable vehicle parked in driveway	Yes
4	03/10/2006	Gutters on house falling off, tall grass, failing driveway	Yes
5	04/03/2006	Broken concrete driveway	Yes
6	04/03/2006	Broken driveway	Yes
7	04/03/2006	Falling gutters & hanging wood	Yes
8	04/03/2006	Toy all over carport	Yes
9	08/04/2006	Inoperable vehicle parked on property	Yes
10	08/21/2006	Unmaintained pool & roll cart sitting in front yard	Yes
11	08/21/2006	Broken fence	Yes
12	05/09/2007	Fence falling into neighbors yard	Yes
13	05/16/2007	Fence in disrepair and construction equipment in carport	Yes
14	09/05/2007	Vacant property with construction material in carport and wooden fence in disrepair	Yes
15	09/20/2007	Dumpster Pick Up At Saddle Creek North at 4:00 a.m.	Yes
16	11/30/2007	Wooden fence in disrepair	Yes

## **4.0 Neighborhood Participation**

Citizen participation is an important element in the overall success of the Neighborhood Planning Initiative. Promoting civic involvement is one of the goals of Vision 2020 that NPI works to fulfill. Focusing on building a relationship between the City and the residents of the study area will assist City staff to better realize the needs of the area as well as allow residents to voice their concerns and desires. A vital part of this project is the Neighborhood Association's spokesperson or liaison's interaction with the City. The Germantown Heights residents have participated in the NPI process through a neighborhood survey and a community meeting.

### ***4.1 Neighborhood Survey***

A neighborhood survey was mailed to the property owners of the Germantown Heights study area the week of March 1, 2008. The survey results become part of the Neighborhood Plan for the Germantown Heights study area and will assist the City of Germantown recognize the needs and concerns of this neighborhood. Neighborhood feedback is instrumental in the NPI process because it identifies neighborhood strengths and weaknesses and is used to establish goals and set priorities for future improvements.

The community survey consisted of thirty-one (31) questions arranged in seven (7) categories. The categories covered various aspects of the daily make up of the community and are as follows: Neighborhood Streets, Pedestrian and Vehicular Traffic, Storm Water Drainage, Water Services, Sanitary Sewer Services, Neighborhood Safety, and Neighborhood Characteristics.

### ***4.2 Neighborhood Survey Results***

107 surveys were mailed to the property owners within the study area. 53 completed surveys (49.5%) were returned with 3 participants (5.7%) not providing their address. 1 survey (1.9%) was returned unopened for various reasons. A summary of the results and findings of the survey can be found in sections 4.2.1 through 4.2.7.8.

#### ***4.2.1 Neighborhood Streets***

The participants were asked questions that centered on the conditions of the streets system in the study area. They were also asked what street improvements they thought were needed. The general consensus among the participants is that the neighborhood streets are in good condition. Problems that were noted included too much random patch work, the crown of Hayden Road is too high for cars entering driveways, and the slant of the street make it difficult to ride a bike or walk on the street.

Curbs and sidewalks are part of the public streets infrastructure and the survey revealed that 94.3% of the participants do not have sidewalks on their streets and 100% have curb and gutter. For the streets that did not have sidewalks, 71.7% of the participants did not want sidewalks installed. The survey asked if specific improvements should be made to the roads and the result can be found in Table 5.

Table 5 – Type of Improvements Wanted

	Wiley Road	Parker Circle	Hayden Road	Old Mill Road	Ashworth Road	Akerswood Road
Curb & Gutter	5.7%	3.8%	1.9%	0%	3.8%	0%
Sidewalks	26.5%	11.3%	13.2%	15.1%	9.4%	9.4%
No Improvement	34.0%	30.2%	28.3%	20.8%	22.6%	24.5%

#### 4.2.2 Pedestrian and Vehicular Traffic

Figure 11 – How do you rate pedestrian safety on your streets?

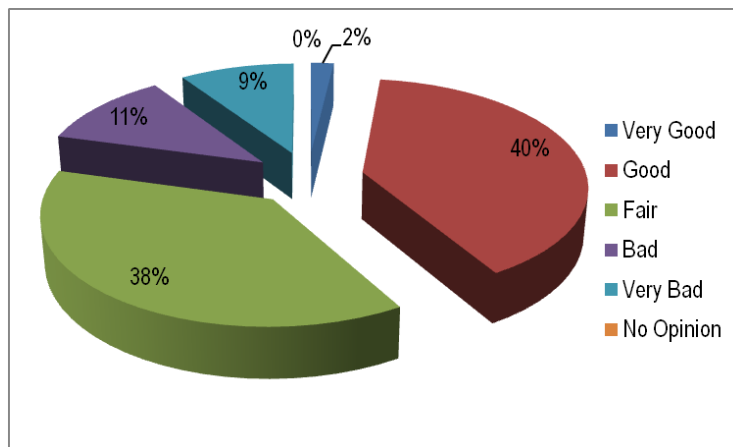
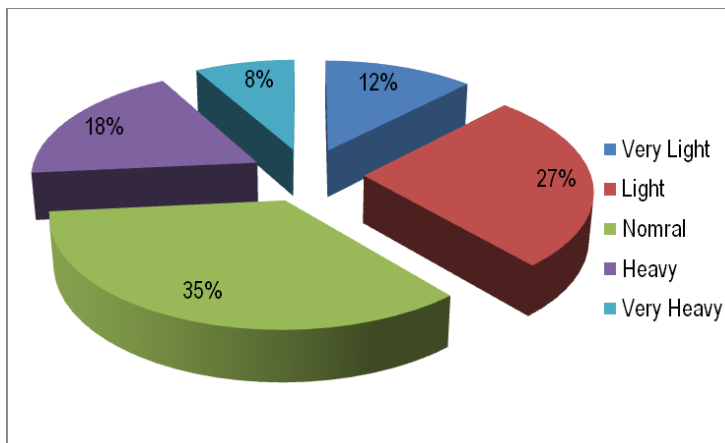


Figure 12 – What is the level of vehicular traffic on your streets?



The survey revealed several areas of concern to the citizens of the Germantown Heights study area. These items are found in the tables that follow.

Table 6 – Pedestrian Hazards Making Walking Difficult

<u>Pedestrian Hazard</u>	<u>Percent Response</u>
Speeding	47.7%
No Sidewalk	22.7%
Cut through traffic	9.1%
Curve on Ashworth going downhill to Akerswood Drive	6.8%
Heavy school traffic on Neshoba	2.3%
No speed limit signs	2.3%
Pedestrians walking on wrong side of street	2.3%
Narrow Lane	2.3%
Blind curves on Willey Road	2.3%
Slant of road	2.3%

Table 7 – Areas Vehicular Accidents Frequently Occur

<u>Location</u>
4 way stop at Neshoba & Cordova Road
Intersection of Cordova Road & Akerswood & Germantown.
Neshoba & Germantown

Table 8 – Areas Traffic Exceeds the Posted Speed Limit

<u>Location</u>	<u>Percent Response</u>
Willey Road	54.3%
Cordova Road	15.2%
Akerswood Drive	6.5%
Hayden Road	6.5%
Old Mill Road	10.9%
Neshoba Road	2.2%
Ashworth Road	2.2%
Parker Circle	2.2%

#### 4.2.3 Storm Water Drainage

54.7% of the participants thought the drainage system is good to very good. 58.5% of the respondents claimed to not have areas of frequent flooding, while 34% of the respondents claimed to have frequent flooding. The area with the most complaints of flooding was the group of houses along Lateral BA.



#### 4.2.4 Water Services

Water pressure in the study area was rated as having good to very good pressure by 79.2% of those participating in the community survey. Those who replied that they had either bad or very bad water pressure said they could not have multiple water uses at one time like flushing toilet and sprinkling the lawn and turning on more than one faucet.

#### 4.2.5 Sanitary Sewer Services

77.4% of the participants located in the study area replied that they have not had any problems with the sanitary sewer system backing up into their houses. Of the 22.6% who replied that they had back up problems over the past ten (10) years, all of the problems were located on the private property side of the sanitary sewer service.

#### 4.2.6 Neighborhood Safety

81.1% of the participants said they viewed the overall safety of the study area as either good (58.5%) or very good (22.6%). 15.1% of the respondents listed the areas found in Table 8 as areas that have problems with vandalism or needing improve public safety.

Table 9 – Areas of Vandalism or Require Public Safety Improvements

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Location

Cordova Road

Bavarian Village Condominiums

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Table 10 – Do You have a Neighborhood Watch Program?

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<u>Yes</u>	<u>No</u>	<u>Do Not Know</u>
18.9%	66.0%	9.4%

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Table 11 – Interested in starting a Neighborhood Watch program

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<u>Yes</u>	<u>No</u>	<u>Do Not Know</u>
65.0%	22.5%	7.5%

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#### 4.2.7 Neighborhood Characteristics

The neighborhood characteristics consist of the esthetics value or visual quality of the study area. Data gathered here relates the physical appearance of the area in relation to housing, lawns, and signs. 22.6% of the participants wanted additional neighborhood identification signs (also known as subdivision entrance features). The locations they suggested the signs be located are listed in Table 11.

Figure 13 – Physical Condition of the Housing in Study Area

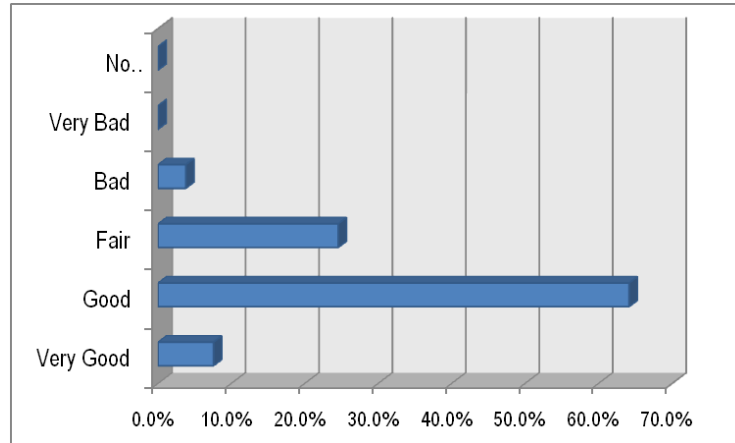


Figure 14 – Condition of the Lawns in the Neighborhood

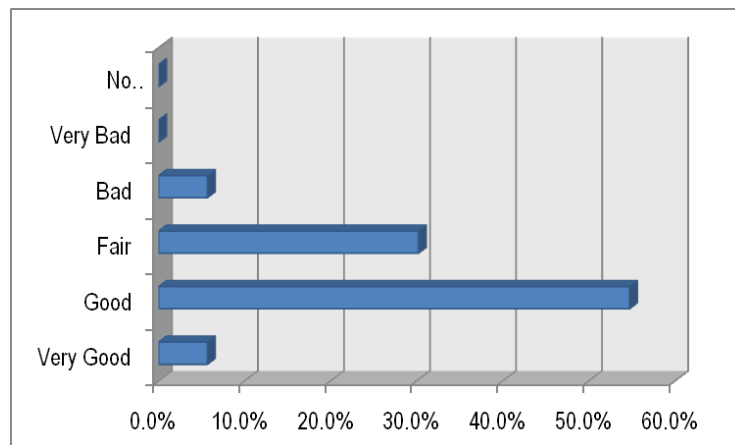


Figure 15 – Condition of the Neighborhood Signs

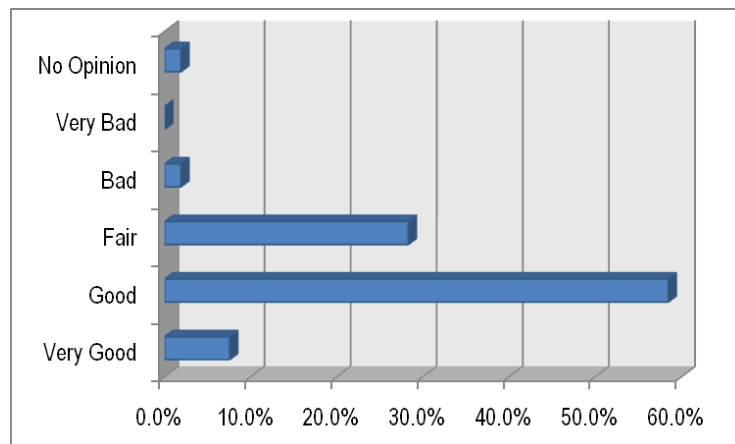


Table 12 – Where would you like an additional Neighborhood Sign?

Location

Would like the present sign at Poplar & Willey updated. It looks very "70ish", very outdated.

Neshoba & Cordova

Willey Road & Cordova Road

Hayden Road & Cordova Road

Intersection of Germantown Road & Cordova Road

Intersection of Cordova Road & Akerswood

54.7% of the participants believed that there are not areas that could be considered eyesores in the study area, while 39.6% believed that eyesores exist. The places listed as eyesores consisted of properties that the residents considered to have unkept landscaping, uncut yards, and vehicles parked on the street.

The participants were asked to rank a list of six (6) improvements compiled by the Department of Economic and Community Development Staff in the order that they would like to see the improvements implemented. The improvements are items that will be scheduled and incorporated into the CIP. The results are shown in Table 12.

Table 13 – Neighborhood Public Improvements

<u>Public Improvement</u>	<u>Rank</u>
Decorative street signs and posts (see photo)	1
Creation of a Neighborhood Watch Program	2
Creation of a neighborhood logo or crest (see photo)	3
Installation of a neighborhood sign	4
Installation and or repair of curb and gutter	5
Installation of sidewalks	6

The last question of the community survey offered the participants the opportunity to make any additional comments concerning items that may not have been included in the survey, but they felt important to bring to the attention of the Department of Economic and Community Development Staff.

Of the additional comments made by the survey participants, the request for speed bumps as traffic calming device was the most prevalent. In the text below, The City Engineer offers an explanation as to why speed bumps are not allowed in the City of Germantown.

*Speeding on residential streets is a common complaint reported by concerned citizens. Speed humps are often requested because they are perceived as a quick and effective solution to speeding.*

*On public streets speed humps are 12 ft. long by 3 in. high ridges of pavement placed across a roadway that theoretically force cars to slow down as they pass over them. They are intended to be uncomfortable to drive over if crossed over too quickly.*

*Several tests throughout the world on speed humps have raised questions about their safety and effectiveness. Their use has also been challenged under the Americans with Disabilities Act. Test results indicate:*

- ❑ Speed humps do not significantly reduce vehicle speeds once the vehicle has left the speed hump. In fact, the discomfort and shock sometimes decrease as vehicle speeds increase.*
- ❑ Speed humps may present a potential hazard to all vehicles including bicyclists, motorcyclists and emergency vehicles.*
- ❑ Speed humps cannot be designed to meet the specifications for all types of vehicles because of the wide variety of handling and ride characteristics.*
- ❑ Traffic volumes on streets adjacent to streets where the humps are located often increase when drivers try to avoid the speed humps.*
- ❑ Speed humps increase noise levels 10 to 20 percent when wheels hit the pavement. Increased noise is particularly bothersome in residential areas.*

*Injuries caused by speed humps may result in significant additional liability for the Town. Results of various studies have raised concern about the non-effectiveness and potential dangers of speed humps.*

*For these reasons, the City of Germantown does not use speed humps on public streets.*

While the City Engineer's stance on not allowing speed humps is unwavering, the Long Rang Planner and the Planning Staff of the Department of Economic and Community Development are working closely with the City Engineer and Engineering Department to find solutions to the traffic problems and concerns of the Germantown Heights neighborhood. Other traffic calming methods that are being evaluated for suitability in the neighborhood include but are not limited to chicanes, choke points, and increase police presence. The pictures on the following page illustrate the various traffic calming methods mentioned above. These methods have been used in other cities around North America with varying degrees of success. The benefits and liabilities of each method will not be addressed here, but rather in a recommended traffic speed assessment of the neighborhood.



Figure 16 – Examples of Chicanes



One-lane chicane in British Columbia, Canada



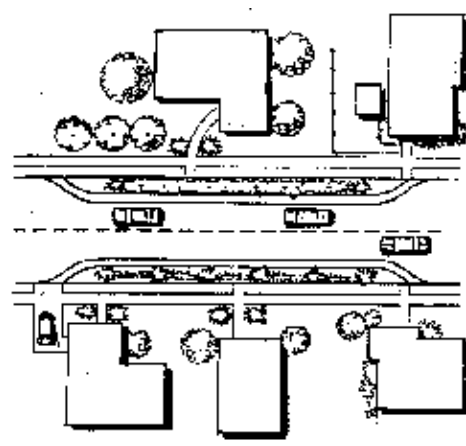
Residential Neighborhood in Seattle, Washington

Image: Wikipedia, the free encyclopedia (<http://en.wikipedia.org>)

Figure 17 – Examples of Choke Points



Single point Choker on a Residential Street



Design Plan of an Elongated Choker

Images: Institute of Transportation Engineers ([www.ite.org](http://www.ite.org))

### 4.3 Community Meeting

A community meeting was held on July 15, 2008, to explain the NPI process and review the neighborhood survey results with the community. The meeting was held at the Department of Economic and Community Development in the main conference room. Those that attended the meeting included staff from Department of Economic and Community Development, representatives from Police and Fire Departments, various community leaders, and citizens within the study area. The total attendance was 8 people.

## **4.4 Willey Road**

### **4.4.1 Willey Road Closure History**

The Germantown Heights Property Owners Association, Mr. Vernon Johnson, President, submitted a petition to the Board of Mayor and Alderman on June 24, 2002, to partially close Willey Road from incoming traffic off of Poplar Avenue and to install speed humps. The petition was signed by 73 residents. The proposal included re-shaping Willey Road into a right-turn only lane for vehicles, exiting Willey Road onto Poplar Avenue, and add speed humps to slow down traffic. The claim presented in the petition was that many motorists use Willey Road as a shortcut between Cordova Road and Poplar Avenue. Also, according to the petition, with the development of the recently rezoned Arthur Property (located northeast of the subdivision), and the widening of Poplar Avenue, the amount of the cut-through traffic will increase. At the September 18, 2002, Planning Commission Subcommittee meeting, a Subcommittee member made a motion recommended approval of the request; however, it did not pass due to the lack of a second motion.

At the October 1, 2002, Planning Commission meeting, Germantown staff presented the following information:

*The widening of Poplar Avenue is designed to handle the future traffic patterns on Poplar Avenue, making it safer and easier to travel. Nonconnah Parkway has somewhat relieved Poplar Avenue of excessive (trucks in particular). The Wolf River Boulevard Extension will also help reduce the amount of traffic on Poplar Avenue. The development of the Arthur Property on the south side of Poplar Avenue may have an impact on Poplar Avenue and, to some extent, Willey Road. When plans for the Arthur Property are filed with the Planning Commission, the City will address the issue of traffic circulation.*

Four members from the Germantown Heights Property Owners Association spoke in favor of the partial closure of Willey Road and the installation of speed humps. One property owner that resides on Cordova Road spoke in opposition to the petition. A motion was made by the Planning Commission to recommend approval of the partial closure of Willey Road and to install speed humps. The Planning Commission voted unanimously to deny the request. The Planning Commission denied the petition for the partial closure of Willey Road and the installation of speed humps.

The Germantown Heights Property Owners Association submitted a petition to the Planning Commission in June 2008, to close Willey Road from incoming traffic off of Poplar Avenue. Germantown Heights has a total of 88 households. The petition was signed by 67 residents. The petition claims that “closing Willey Road would be a win-win situation for the development of the Arthur Proper [Saddle Creek P.D.] and the residents of Germantown Heights”. According to the petition, closing Willey Road “removes one of the developer’s issues relating to traffic volumes on the adjacent neighborhood streets”. Willey Road is a local road in classification. The Transportation & Long Range Subcommittee of the Planning Commission requested that the city engineer conduct a traffic study to determine the need of a street closure or alternative traffic calming measures. The traffic study results are provided as an appendix to this report.

## 5.0 POLICY FRAMEWORK PLAN

The purpose of the policy framework plan is to provide the City of Germantown a foundation by which it can review and adopt future plans for the Germantown Heights Neighborhood. The policy framework plan will assist the Board of Mayor and Aldermen in the determination of various public improvements to uphold the integrity of the neighborhood. This plan recommends objectives and policies to achieve the stated goals. The goals of the NPI work in conjunction with the Germantown Vision 2020 goals (Preferred Place to Live, Enhanced Residential Neighborhoods, Beautiful Community, Vibrant Community, and Civic Involvement) to achieve the betterment of the study area.

### 5.1 Neighborhood Goals

#### *Goal 1: Enhance Neighborhood Streets*

- ❑ Objective 1.1: Provide structurally sound and visually pleasing streets.
  - Policy 1.1.1: Repair deficient streets by filling minor potholes and cracks in existing asphalt pavement and repair broken curbs.
  - Policy 1.1.2: Repave streets with major surface damage.
- ❑ Objective 1.2: Provide a sidewalk system for pedestrian usage.
  - Policy 1.2.1: Install sidewalk on all public streets that do not currently have sidewalks.
  - Policy 1.2.2: Install sidewalk on Willey Road to connect the existing sidewalk on Poplar Avenue with the existing sidewalk on Old Mill Road.

#### *Goal 2: Joint Vehicular and Pedestrian Usage of Neighborhood Streets*

- ❑ Objective 2.1: Eliminate pedestrian hazards that make walking in the neighborhood difficult.
  - Policy 2.1.1: Install sidewalk on all public streets that do not currently have sidewalks to remove pedestrians from the streets.
  - Policy 2.1.2: Conduct a Traffic Study to best determine the appropriate traffic calming method for the neighborhood.
- ❑ Objective 2.2: Eliminate vehicular hazards that make driving in the neighborhood difficult.
  - Policy 2.2.1: Remove visual obstruction of traffic regulatory signage.
  - Policy 2.2.2: Install sidewalk on all public streets that do not currently have sidewalks to remove pedestrians from the streets.
  - Policy 2.2.3: Slow vehicular traffic with speed limit enforcement by police department.

#### *Goal 3: Enhance Public Utilities*

- ❑ Objective 3.1: Provide adequate storm water drainage for the neighborhood

- Policy 3.1.1: Incorporate the Millar Farms Ditch Improvements for Wolf River Lateral B as part of the City's CIP for FY 09.
- Policy 3.1.2: Investigate the current condition, clear obstructions, and make necessary repairs to the existing open channel drainage system along Lateral-BA.
- Objective 3.2: Provide adequate water services for the neighborhood
  - Policy 3.2.1: Replace all sections of transite water pipe.
  - Policy 3.2.2: Ensure that all flow and pressure tests meet the required standards.
  - Policy 3.2.3: Public Services shall ensure that all water meters are working properly and meet current codes.
- Objective 3.3: Provide adequate sanitary sewer services for the neighborhood
  - Policy 3.3.1: Provide inspections of the existing system sanitary sewer at the location of sanitary sewer manholes to ensure the system is flowing properly.
- Objective 3.4: Provide adequate fire protection for the neighborhood
  - Policy 3.4.1: Install additional fire hydrants at the minimum spacing for residential neighborhoods as required by the fire code under the direction of the Germantown Fire Marshal.

#### *Goal 4: Ensure Neighborhood Safety*

- Objective 4.1: Promote the overall safety of the neighborhood through community participation.
  - Policy 4.1.1: Publicize the existing neighborhood watch program.
  - Policy 4.1.2: Begin a new neighborhood watch program for areas inside the study area that do not have any existing one.

#### *Goal 5: Enhance Neighborhood Characteristics*

- Objective 5.1: Enforce existing ordinances.
  - Policy 5.1.1: Encourage property owners to maintain housing in good physical condition through the Nuisance Ordinance.
  - Policy 5.1.2: Code Enforcement Officers will use the following four (4) step process in processing code violations:
    - Courtesy Notice of Violation
    - Formal Letter Issued
    - Final Warning Letter Issued
    - Citation to Municipal Court Issued
- Objective 5.2: Install Decorative Street Signs to promote neighborhood identity and pride.
  - Policy 5.2.1: Coordinate the installation of Decorative Street Signs with the Neighborhood Services Division.
  - Policy 5.2.2: Installation of Decorative Street Signs at the intersections of Willey Road with Parker Circle, Willey Cove, Old Mill Road, Hayden Road and

Cordova Road, the intersection of Parker Circle with Ashworth Road, and the intersections of Cordova Road with Akerswood Drive, Hayden Road, and Neshoba Road.

## 5.2 Implementation

The completion of the neighborhood plan, demonstrates the city's commitment to fulfilling the plan's goals and objectives. The implementation of the projects identified will require specific action on the part of City Staff and the residents. City Staff will use the plan to prioritize departmental budget requests and CIP requests.

### 5.2.1 Implementation Schedule

The implementation schedule is divided into two parts: (1) capital projects to be funded to meet the goals and objectives identified by the plan and (2) projects to be funded from the department's operating budget to meet the goals and objectives identified by the plan. Every department in the city must make an application for inclusion in the City's CIP. The goals and objectives of the Germantown Heights Neighborhood Plan will serve as department justification when requesting funding for the capital projects identified in the implementation schedule. A project manager shall monitor the progression of all the projects. Because resources are limited, the implementation schedule will be updated as project status changes.

Table 12 – Implementation Schedule – Capital Projects

Policy	Description	Responsible Department	FY 10	FY 11	FY 12	FY 13	FY 14
1.2.1	Install of sidewalks	Planning / Engineering			X		
3.1.1	Millar Farms Ditch (Wolf River Lateral B)	Engineering	X				
3.2.1	Replace all sections of transite water pipe					X	
3.4.1	Install additional fire hydrants	Public Services		X			
5.2.1	Decorative Street Signs	Neighborhood Services	X				

Notes:

1. FY = fiscal year and FY10 represents July 1, 2009 to June 30, 2010, FY11 represents July 1, 2010 to June 30, 2011, and so on for the remaining fiscal years noted.
2. This schedule is subject to change as funding and resources are identified.

Table 13 – Implementation Schedule: Non Capital Projects

Policy	Description	Responsible Department
1.1.1	Repair deficient streets broken curbs	Public Services
2.2.1	Remove obstruction of traffic regulatory signage	Public Services
3.1.2	General Maintenance Of The Existing Open Channel Drainage System Along Lateral-BA	Public Services
3.2.2	Water flow and pressure tests meet the required standards	Public Services
3.2.3	Water meters are working properly and meet current codes	Public Services
3.3.1	Inspect existing system sanitary sewer	Public Services
4.1.1	Publicize the existing neighborhood watch program	Neighborhood Services
4.1.2	Begin a new neighborhood watch program for areas that do not have any existing one	Neighborhood Services / Police
5.1.1	Encourage property owners to maintain housing in good physical condition through the Nuisance Ordinance	Neighborhood Services